

Collisions by Number of Units Involved

While collisions involving a single vehicle occur less frequently than collisions involving multiple vehicles, the resulting injuries are often more severe. Single vehicle collisions were nearly twice as likely to result in a fatality as multiple vehicle collisions were. Table 6 shows the number of collisions and injuries for single and multiple vehicle collisions by the severity of the collision and injury. Multiple vehicle collisions include collisions between a motor vehicle and a pedestrian or bicyclist.

Table 6 Collisions and Injuries by Number of Vehicles Involved: 2002				
Type of Collision	Single Vehicle		Multiple Vehicles	
	Collisions	Injuries	Collisions	Injuries
Fatal	106	114	124	150
Serious Injury	549	684	786	1,066
Visible Injury	1,367	1,852	2,334	3,495
Possible Injury	1,183	1,752	3,469	5,913
Property Damage	4,985		11,574	
Total	8,190	4,402	18,287	10,624

In 2002, single-vehicle collisions represented only 31% of all collisions, yet accounted for 46% of all fatal collisions. Of the 106 fatal single-vehicle collisions, 96 (or 91%) occurred on rural roadways.

Of the 124 multiple-vehicle fatal collisions, 15 involved a pedestrian, 3 involved a bicyclist, and 1 involved a train. Only 46% of all fatal collisions involved two or more motor vehicles. Of the 124 fatal multiple-vehicle collisions, 87 (or 70%) occurred on rural roadways.

Figures 2 and 3, on the following page, show the most prevalent contributing circumstances for single- and multiple-vehicle collisions. The “all other contributing circumstances” category combines the remaining contributing circumstances, i.e., contributing circumstances with percentages less than 2%. Contributing circumstances of none, not applicable and unknown were excluded from the total.

Speed played the biggest role in single-vehicle collision, contributing to more than 1 out of every 3 collisions. Speed also contributed to 7% of all multiple-vehicle collisions.

Inattention/distraction was the most prevalent contributing circumstance for multiple vehicle collisions and the second most prevalent for single-vehicle collisions. Inattention/distraction contributed to 1 out of every 4 collisions involving two or more vehicles and almost 1 out of every 5 collisions involving a single vehicle.

Figure 3
Single-Vehicle Collisions – Contributing Circumstances: 2002

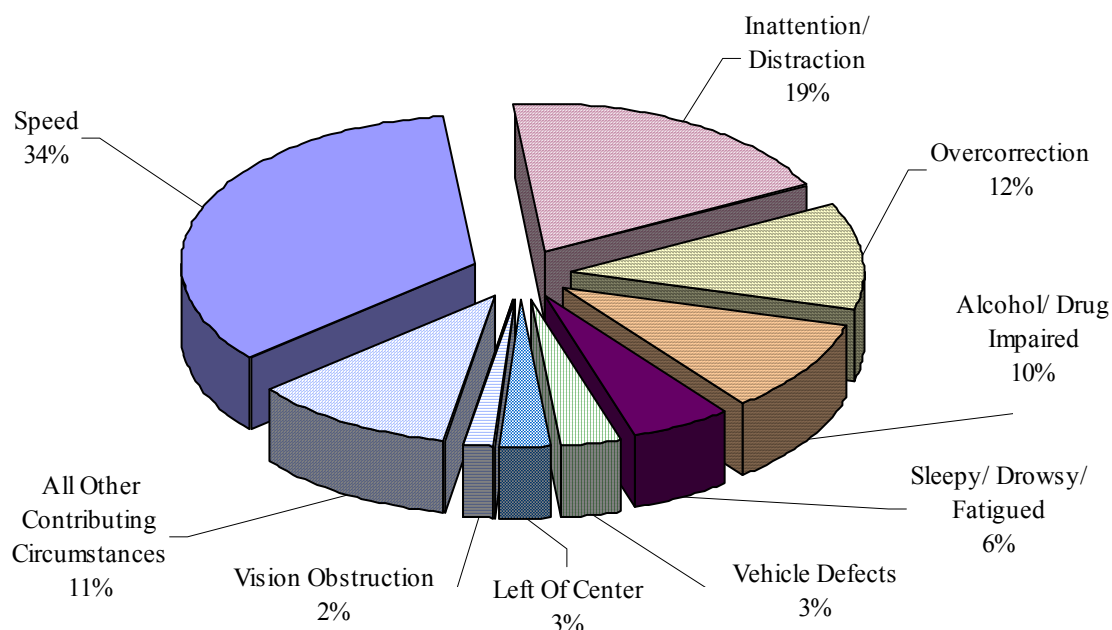


Figure 4
Multiple-Vehicle Collisions – Contributing Circumstances: 2002

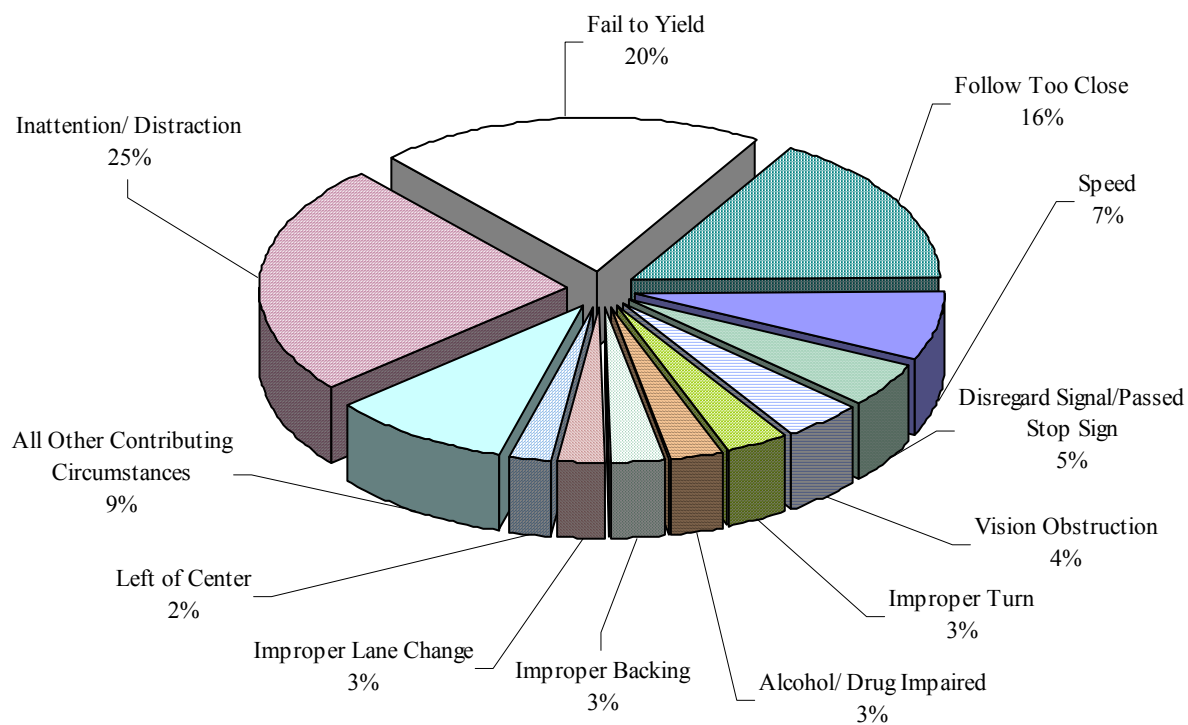


Table 7 shows the most harmful events for fatal single- and multiple-vehicle collisions.

Table 7 Most Harmful Event for Fatal Single and Fatal Multiple Vehicle Collisions: 2002	
Single-Vehicle Collisions	Multiple-Vehicle Collisions
Overturn (69.8%)	Head On (24.8%)
Tree (8.5%)	Angle (23.3%)
Immersion (5.7%)	Pedestrian (11.1%)
Utility Pole (5.7%)	Side Swiped Opposite (10.4%)
Embankment (3.8%)	Overturn (5.2%)
Other Object - Fixed (1.9%)	Rear End (5.2%)
Building Wall (0.9%)	Angle - Turning (3.7%)
Culvert (0.9%)	Head On - Turning (3.0%)
Ditch (0.9%)	Other (2.2%)
Fence (0.9%)	Bicyclist (2.2%)
Overhead Sign Support (0.9%)	Side Swiped - Same Direction (2.2%)
	Parked Vehicle (1.5%)
	Same Direction - Turning (1.5%)
	Rear End - Turning (0.7%)
	Train (0.7%)
	Ditch (0.4%)
	Other Object - Fixed (0.4%)
	Other Object - Not Fixed (0.4%)
	Separation of Units (0.4%)
	Tree (0.4%)
	Unknown (0.4%)
<p>*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple vehicles involved in a single collision may not have the same most harmful event. In 2002, there were 270 units involved in the 124 fatal multiple vehicle collisions.</p>	

Overturn was the leading most harmful event for fatal single-vehicle collisions. Single-vehicle rollovers accounted for 73% of the single vehicle fatalities and 34% of all fatalities in 2002.

Of the 83 people killed in single-vehicle rollovers, 19 (or 23%) were wearing seat belts. Of the 64 people who were killed in single-vehicle rollovers and not wearing a seat belt, 55 (or 86%) were totally or partially ejected from their vehicle.

There were 5 people killed in crashes where immersion was listed as the most harmful event. A vehicle is considered immersed if it comes to rest in water where the water level is high enough to enter the engine or passenger compartments. Of the 5 people killed in these crashes, none were wearing seatbelts. None of the occupants in immersion crashes that were wearing seatbelts were killed or seriously injured.